AMENDMENTS TO THE SPECIFICATION

Please replace paragraph [0021] with the following rewritten paragraph.

-- In the present invention, it is more preferable that the part of the protruding portion, which is in contact with the inner surface of the tire bead as described above, be arranged to come to the approximate vicinity of the peak of a rim flange. More specifically, suppose a straight line L passing through the peak P of the rim flange is drawn in parallel to the rotation axis of the tire, an estimated angle α ~~á~~, measured from the straight line L through the bottom of the above-mentioned contact length to the top of the same using the rim flange peak P as the vertex, is within a range from 20 to 50 degrees. When the contact length above is maintained within the above range of the estimated angle α ~~a~~, the effects of driving stability improvement and lightweight elastic ring can be further increased. --

Please replace paragraph [0028] with the following rewritten paragraph.

-- In order to gain these effects, it is preferable that the tip of the protruding portion 7 which is in contact with the inner wall of the bead 2b have a length in a radial direction (length along the periphery) within a range from 5 to 20 mm, as described earlier. More preferably, the range of the estimated angle α ~~á~~ is within 20 to 50 degrees when the angle α ~~á~~ is measured from the rim flange peak P through the contact length, i.e., the estimated angle α ~~á~~ being measured from the straight line L as a reference, which is drawn in parallel to the rotation axis of the tire, passing through the peak P of the rim flange. --

Please replace paragraph [0029] with the following rewritten paragraph.

-- Fig. 2 is a cross-sectional view along a meridian line showing a main part of the tire/wheel assembly according to another embodiment of the present invention. As shown within Fig. 2, a run-flat support member 3' is configured from a circular shell 4' made of a hard

material such as metal or resin, and an elastic ring 5' made of an elastic material such as high hardness rubber or elastic resin. The inner circumferential side of the circular shell 4' has two leg portions 6', 6' as sidewalls respectively, and elastic rings 5', 5' are assembled to the ends of the leg portions 6', 6'. In the circular shell 4' of the run-flat support member 3', protruding portions 7', 7' are formed at the bottom ends of the leg portions 6', 6', respectively. --

Please replace paragraph [0030] with the following rewritten paragraph.

-- In this embodiment, the only difference from the first embodiment is the formation of the protruding portions 7' provided on the sides of the circular shell 4'. The rest of the configuration is approximately the same as that of the first embodiment. --

Please replace paragraph [0031] with the following rewritten paragraph.

-- To be more specific, the protruding portions 7' are formed by bending the end portions of the sidewall of the circular shell 4' inward, which is then outwardly turned outward to be inverted, and then curved to be warped upward. Accordingly, the protruding portions 7' are formed as curved plates having a free end, and thus have adequate elasticity (cushioning characteristic) with respect to a load in a width direction. Hence, this type of protruding portions 7' damage the beads 2b less by contact, thus are arranged to be always in contact with the inner wall of the beads 2b when the pneumatic tire 2 is under a normal condition without a puncture. --